

broke pin, setting it free from F.W.D. #415767, narrowly missing turning over. Control wire broke on Indian side-car and it was loaded into Militor. Several small bridges were repaired or reinforced during morning's run. At noon stopped for lunch at Point of Rocks. Militor towed Dodge 5 mi. into Rock Springs, where it filled radiator and proceeded under its own power, after grinding valves. Militor cleaned out gasoline line. Reinforced 4 wooden bridges, rebuilt one culvert and detoured around 4 weak bridges. The intensely dry air, absence of trees and green vegetation, and parched appearance of the landscape exerted depressing influence on personnel. Fair and cool. Poor dirt roads, except 15 miles. Made 76 miles in 13 $\frac{3}{4}$ hrs. Arrived Green River, Wyo., 8:15 p.m.

Aug. 15

Departed Green River, 6:30 a.m. White Staff Observation Car #111316 had trouble with emergency brake shoes on right rear wheel locking just 1 mi. west of Green River, and after many stops and adjustments finally threw the wheel and axle half and was left on the road under guard, being later loaded on one of the Class B trucks and hauled into camp. At Granger Junction a doubtful bridge about 60' long was successfully passed by using great care. 2 miles further on Mack #51481 carrying tractor, had right rear wheel break through small wooden bridge over dry creek bed. Mack was pulled out by Tractor, after it had been unloaded, and rest of Convoy detoured around bridge, driving down through creek bottom with the aid of portable corduroy road. Delay one hour and lunch was served at this point. Near Lyman the same Mack had both rear wheels break through the planking of the steel Lincoln Highway bridge over the Black Fork of the Green River. Tractor was backed off and rear end of Mack jacked up until planks could be slipped under the wheels. Then Mack and Tractor were driven off and bridge was planked lengthwise with 3"x12"-s laid the width of truck tread apart, balance of Convoy then passing over. Engineers repaired the bridge, Tractor was reloaded on Mack and we moved on, after a delay of 2 $\frac{3}{4}$ hrs. A great many weak wooden bridges over culverts or dry creek beds were broken through during the day, causing much delay. Packard truck had carburetor trouble. Bivouaced on site of old Army post, in beautiful oasis. Fair and warm. Good dirt roads, except 6 miles. Made 63 miles in 17 hrs. Arrived Fort Bridger, Wyo. 11:30 pm.

Aug. 16

Departed Ft. Bridger, 7:30 a.m. Proceeded through canyons and average mountain scenery and negotiated about 8 miles of grades up to 12% over foot-hills. Excessive dust encountered in spite of light breeze. Engineers repaired or reinforced five bridges and three culverts, and rebuilt one culvert. Detoured one unsafe wooden truss bridge, necessitating vehicles descending and ascending very steep banks of dry creek. Class B trucks had trouble with dust

